

ANOTHER TRIP TO SEATTLE

We made it all the way in one day this time, taking brief stops at Minneapolis and Great Falls, and landing at Seattle in the last glimmer of twilight. The next day, after a walk along the waterfront, we called up Gordon Jones and had a look at his collection of photographs and clippings of Northwest sailing vessels.

He took us for a ride around Lake Union, where we saw the old steam schooner TON-GASS, ex WAPAMA, the stern-wheeler BOB DON, formerly the Army Engineers' W.T.PRESTON, and then to F.P. Harlow's house, where we met also Capt. E.G. Henrici. Although past 90, Mr. Harlow, the author of "Making of a Sailor", is still spry, and has put together another book, on chanties, which we hope he can publish. He has three fine models of his own making, including the GLORY OF THE SEAS and the AKBAR, and several paintings.

Captain Henrici came around the Horn in 1895 in the new British bark DAIRYMPLE, and later sailed under the Hawaiian flag in the SANTIAGO. He told us of the loss of the steamer CAOBA in Feb. 1925 off the Columbia River, when a Canadian rum-runner rescued the master and 5 of the crew, and fell afoul of the revenue laws in so doing.

The next day we went to Friday Harbor in the FS-210. The FANTOME is still lying in Portage Bay, but it is rumored she is to be sold for taxes and mooring charges. In Lake Union we saw the record-breaking 29-ft SLO-MO-SHUN IV, which only a week or so previously had been timed at better than 160 mph.

The three-masted schooner WAWONA was missing from Friday Harbor, and the local people could give no news of her, but Gordon Jones later sent us a clipping which indicated that she had been moved to West Sound on Orcas Island.

The roads on San Juan Island are still dusty, and the rabbits as abundant as ever. We visited English Camp, where British troops had been garrisoned during the cold war almost 100 years ago and a blockhouse still stands; and we had another day on the water in the HAYDAH.

We returned to Seattle on the FS-210 by night, and took off early the next morning.

LETTER FROM DAVIS STRAITS

Schooner ARGUS

The fishing has been patchy and we'll be lucky to get away a full ship by mid-Sept.; if we don't fill, we'll have to go to the Banks again. By the irony of fate, after 38 of the 45 Portuguese dorymen came up here, darn me if the Grand Banks lining didn't suddenly turn good and the seven small fellows who stayed there have filled and gone --- all except ANNA PRIMEIRO, which burned out as soon as she was full. The rest of the seven that fished the Grand Banks were ANA MARIA, PACOS DE BRANDAO, SAN JACINTO, CRUZ DE MALTA, MARIA FREDERICO, and LOUSADO. The little LOUSADO was the first away, sailing August 7.

Up here in Greenland the CONDESTAVEL and DOM DENIZ are doing best, and need only a few quintals to fill now. They should be homeward-bound most any day. But what a weather we've been having!

That ex-Hollander TJERK HIDDES, mentioned on p.143 of LC, is still afloat. Saw her in St John's this year; name now is MONDEGO (quoting from memory) [she is BOANOVA in current Lloyds. -Ed.]. She is a diesel job and runs salt from Portugal, dry cod back, under the Portuguese flag. Was previously Panamanian, and is unlikely to go fishing again.

The French LT RENE GUILLOU is the only St. Malo man still using dories on the banks---all other French fishermen are now trawlers. She is no longer a barkentine and not much of a schooner, though she still has three steel masts. Was alongside of her a week back on the Banks off Holsteborg; she had 13,000 quintals of fish. --Alan Villiers

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THE NEW BRUNSWICK MUSEUM

On a recent trip to New Brunswick and Nova Scotia, I visited the New Brunswick Museum at St. John. In the Marine Hall are many beautiful paintings, ship models, house flags, figure heads, and miscellaneous relics, among which the following were noted:

Models

Ship CASTLETON, Port Glasgow 1903, under full sail.

Clipper ship STAR OF THE EAST, St. John 1853 by W. & R. Wright, under full sail.

Ship BERTEAU, Kingsport, N.S., 1873.

Model made by her captain Solomon Davis on a voyage home from Calcutta.

Half models of JOSEPHINE TROOP and HOWARD D. TROOP, built in 1892 and 1890 by Duncan of Port Glasgow for Troop of St. John.

Paintings

Barks COMET and MOSS GLEN under full sail.

Ship BOADICIA, St. Marys Bay, N.S., 1847.

Ship ALBION, St. John, 1834.

Ship OREGON, St. John 1846.

Ship SHANNON, St. John, 1836.

Ship COUNTY OF PEEBLES.

Ship MUNSTER, St. John, 1877.

Bark LOIS, Tusket, N.S., 1874.

Bark NICTAUX, Cornwallis, N.S., 1870

Ship DUNDONALD, St. John 1849 by Wright

Bark HARRIET CAMPBELL, Weymouth, N.S., 1873.

Bark QUEEN OF THE FLEET, Dorchester 1862 by G. Palmer.

Ship ANDRA, W. J. Davis of St. John, master

Figurehead

Bark TIKOMA, Kingston, N.B., 1877 by J. & T. Jardine for the Jardine fleet.

House Flags

Jardine Brothers, Thompson fleet, Scamell Brothers, Troop, and Haws fleets.

—Albert O. Anderson

NEW BOOK FOR MODEL MAKERS

Under the title "A Notebook for Ship Model Builders", Model Shipways has issued a 32-page booklet compiled by Winthrop Pratt, Jr. It suggests woods and tools for use by model builders, and then covers such features as caps, tops, cross trees, shrouds, and deadeyes.

There are eight pages on anchors, with drawings of many types.

The publication is intended primarily for use with construction kits with machine carved hulls, and therefore concentrates on features which will add detail and finish to such models. It is obtainable from Model Shipways, 476 Main Street, Fort Lee, N.J.; price \$1.00.

THE SHIPBUILDERS OF THOMASTON

Wooden shipbuilding was carried on in North America at one time or another in almost every locality where there was a labor supply, since, except for such arid regions as Texas and Southern California, there were good timber supplies near tide-water. In only a few regions, however, did wooden shipbuilding continue after the local forest resources were exhausted, and of such localities the State of Maine is the outstanding example. With only the meagre grades of lumber locally obtainable, Maine shipbuilders continued to assemble Virginia oak, Georgia pine, Michigan hackmatack, Oregon pine spars, Pittsburgh iron, Manila hemp, Connecticut copper, and Massachusetts canvas into the largest sailing vessels ever set afloat.

The reasons for this were in large part geographical. Maine is cut up with fjord-like rivers that restrict land transportation paralleling the coast, but permit logs from the hinterland to be floated readily down to salt water. The chief exports are cheap heavy cargoes like lumber, granite, lime, and formerly ice, which are best moved by water; the imports were such things as coal, salt, and molasses, the latter two being foreign items that had to come by water.

The climate, too, is conducive to the heavy exertion involved in converting timber. The summers are insect-free, and in the winter heavy logs can be skidded over the frozen ground by ox-power, where a similar shipyard farther south would be churned into a morass. The inshore fisheries of the Gulf of Maine served as a nursery for seamen, and helped support the collateral industries of sailmaking, ship chandlery, block making, and windlass manufacture that are required for a fully-integrated shipbuilding industry.

It is little wonder, then, that in the last quarter of the 19th Century Maine-built and Maine-owned vessels hauled West Virginia's coal to Boston, Cuba's sugar to New York, New York manufactures to wholesalers in California, and California's wheat to market in Liverpool.

The two great shipbuilding rivers of Maine, the Kennebec and Penobscot, have been fairly well covered by historians, as have Casco Bay, the Kennebunk River, and some lesser ports. Other regions of equal significance, however, have been neglected. One of these is the stretch of coast between the Kennebec and the Penobscot, which is dissected by four fjord-rivers, the Sheepscot, Damariscotta,

Medomac, and St. George. At the head of navigation on each were former shipbuilding centers of importance: Wiscasset on the Sheepscot, Newcastle and Damariscotta on the Damariscotta, Waldoboro on the Medomac, and Warren and Thomaston on the St. George. History has largely neglected these ports in favor of their larger neighbors and of two towns to the seaward, East Boothbay and Friendship, which are noted respectively for fishing schooners and for sloops, although Thomaston has been immortalized as the birthplace of the fictional Matt Peasley of Peter B. Kyne's "Cap'ny Ricks" series. From these rivers, however, came some of the largest and finest Maine-built vessels, including the first fivemasted schooner, two four-masted barkentines, and many other notable vessels.

In the series that follows, we hope to cover all the sailing vessels built at Thomaston since 1860, and to tell also something of the histories of the men who built them. This will include such firms as Duni & Elliot, Washburn Brothers, Stetson, Gerry & Co., and Chapman & Flint, and individuals like Edward O'Brien and Samuel Watts. We will commence with Edward O'Brien.

EDWARD O'BRIEN

There is a biographical sketch of Edward O'Brien in vol. 2 of Matthews' "American Merchant Ships", but we have unearthed some additional details. He was the son of John O'Brien, born in Craig, Ireland, in 1755, who went to sea as a steward and settled at Castine, Maine. Edward O'Brien was born in Warren in July 1793, and went to sea as a boy in coasters. Later he took up shipbuilding, and in 1823 began to build on his own account at Warren. In 1847, with the St. George River becoming too shoal to handle the size of vessels then building, he moved his operations to Thomaston, where he died 6 May 1882.

He engaged in many collateral enterprises beside shipbuilding and shipowning, and in 1844 formed the firm of O'Brien, Burgess & Co. with William Carey Burgess, which conducted operations in lime-kilns, shipping, groceries, hardware, coal, etc. A few years later one of O'Brien's captains was taken as a partner and the firm became O'Brien, Watts & Co., and in 1854 O'Brien withdrew and the firm was restyled Burgess, O'Brien & Co., Burgess taking O'Brien's son Edward E. O'Brien and his nephew Edward K. O'Brien as partners.

The following list of O'Brien's vessels has been taken from Eaton's histories of Warren and Thomaston, up to 1859:

YEAR	RIG	NAME	TONS
		Built by Edward O'Brien at Warren	
1824	Brig	EDWARD	200
1824	Sch	SOPHRONIA	160
1825	Sch	WILLIAM	166
1825	Sch	VALDO	200
1825	Sloop	MARY ANN	75
1826	Brig	*ASIA	207
1826	Sch	*FRANKLIN	141
1826	Sch	*HARRIET	120
1826	Sch	*BRUTUS (at Thomaston)	186
1827	Brig	THOMAS & EDWARD	152
1827	Sch	*MAINE	109
1827	Sch	PACKET	97
1829	Sch	FLORIDA	115
1829	Sch	*MEXICO	91
1830	Sch	*FRANKLIN	141
1830	Sch	*HENRY CLAY	100
1831	Sch	*ROBERT & ROWLAND	147
1832	Sch	EDWARD O'BRIEN	143
1832	Sch	ANN	146
1833	Sch	JANE	155
1834	Brig	GEORGES	192
1834	Sch	SPLENDID	130
1834	Sch	SOPHRONIA	140
1835	Brig	ELCY	180
1836	Brig	HECTOR	171
1836	Brig	NEVIS	145
1837	Sch	GRECIAN	147
1838	Brig	JEFFERSON	185
1839	Brig	ELIZA	199
1840	Brig	MONROE	199
1840	Sch	MADISON	149
1841	Brig	CLARISSA	198
1842	Brig	ST. GEORGE	222
1843	Bark	ELLIOT	248
1844	Bark	PARIA (or PARIO)	269
1844	Brig	ELLIS	199
1845	Bark	LOUISA BLISS	394
1845	Brig	THOMAS & EDWARD	199
1846	Bark	FRANKLIN	299
1846	Brig	PERCY	199
1847	Ship	MARY ADELINE	637
1848	Bark	PATRICK HENRY	442

In all the above vessels, Edward O'Brien is indicated as a principal owner except of those marked with the asterisk*. He is also listed as owner of the following, built at Warren by the master carpenters named.

1847	Sch	LUCY WATTS	Wm. Spear	220
1849	Bark	SARAH ANN	Wm. Spear	246
1850	Ship	EDWARD O'BRIEN	J. Hilt	797
1852	Ship	ST. PATRICK	J. Hilt	1053

John Hilt, born at Warren about 1819, was a master shipbuilder who is also listed as builder of the O'Brien ship S. CURLING. O'Brien subsequently employed as master carpenter Hermon Benner, born at Waldoboro about 1824, who built all his later vessels. The O'Brien vessels built at Thomaston are listed on p.16.

LOG CHIPS

1847	Brig	ELIZABETH WATTS	(old)	16
1851	Ship	CHIMBORAZO	225	owned shares in a few Thomaston vessels.
1854	Ship	S. CURLING	916	The firm of Burgess, O'Brien & Co.,
1855	Ship	VESPER	1468	after 1854, must be considered a separate
1856	Ship	MARY O'BRIEN	1497	enterprise from Edward O'Brien's own op-
1858	Ship	MARY E. CAMPBELL	1297	erations. It owned several small coasting
1859	Ship	EAGLE	1374	vessels at various times in connection
1860	Ship	E. CREIGHTON	1448	with its lime business, and built the fol-
1863	Ship	EDWARD O'BRIEN	(new) 1286	lowing large vessels at Thomaston:
1867	Ship	WILLIAM A. CAMPBELL	1803 1552	1855 Brig C.F.O'BRIEN Jn McDonald 283
1866	Ship	ANDREW JOHNSON	2005	1857 Ship S.EMERSON SMITH H.Benner 1260
1869	Ship	JOHN BRYCE	1968	1863 Bark GLEN AVON H.Lermond 718
1870	Ship	A.McCALLUM	1951	1868 Bark MARTHA A.McNEIL 1010
1874	Ship	ALIDA	1872	1870 Sch ADA F. WHITNEY 312
1875	Ship	BELLE O'BRIEN	1903	Tonnages in the above list are old
1877	Ship	BARING BROTHERS	2165	measurement before 1865, gross after. The
1877	Ship	ALEX. GIBSON	2194	C.F.O'BRIEN was the first vessel ever
1878	Ship	FRANK F. CURLING	2200	built by John McDonald, a Nova Scotian and
1879	Ship	J.B.WALKER	2178	old Donald McKay apprentice who later was
1881	Ship	GENERAL KNOX	2218	master builder at Thomaston and Bath for
1882	Ship	EDWARD O'BRIEN	2271	Chapman & Flint and Flint & Co.

John Hilt is also listed as master builder of the CHIMBORAZO.

It has been stated that Edward O'Brien owned all his later vessels outright, but the registers do not bear this out. His son Edward E.O'Brien owned 7/8 of the J.B. WALKER, and Wm.A.Campbell the other 1/8, as well as 1/8 of the BARING BROTHERS. Frank F.Curling owned 1/8 of his namesake. O'Brien did own a much larger proportion of his vessels than was customary in Maine, and the statement that he was the largest individual shipowner in the country at the time of his death is possibly correct. At that time all his ships built since 1862 were still afloat except the ALIDA, which was lost at Pabellon de Pica, 9 May 1877, and the FRANK F.CURLING, lost in 1879. A big hull on the ways was finished by his son, Edward E.O'Brien, and named EDWARD O'BRIEN even though the 1863 ship of that name was still afloat.

Mr. George M.Patterson, of Fairfield, Maine, who was brought up in Thomaston, has sent us considerable information on the O'Brien ships, including the list since 1854. He tells us that Mary O'Brien was the daughter of Edward O'Brien; she married Wm.A.Campbell and a ship was named for each. Alida was a granddaughter of Edward O'Brien, and Belle O'Brien a great-granddaughter. Frank Curling was the son of Stephen Curling. Peter Vesper was master of the VESPER, and Ebenezer Croighton of the E.CREIGHTON.

In addition to his many other interests, Edward O'Brien was in partnership with his son and Capt.G.W.Gilchrest in a ship-chandlery firm in New York City, which was later styled Gilchrest, White & Co. This firm

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225 owned shares in a few Thomaston vessels. The firm of Burgess, O'Brien & Co.,

after 1854, must be considered a separate enterprise from Edward O'Brien's own op-

erations. It owned several small coasting

vessels at various times in connection

with its lime business, and built the fol-

lowing large vessels at Thomaston:

1855 Brig C.F.O'BRIEN Jn McDonald 283

1857 Ship S.EMERSON SMITH H.Benner 1260

1863 Bark GLEN AVON H.Lermond 718

1868 Bark MARTHA A.McNEIL 1010

1870 Sch ADA F. WHITNEY 312

Tonnages in the above list are old measurement before 1865, gross after. The C.F.O'BRIEN was the first vessel ever

built by John McDonald, a Nova Scotian and

old Donald McKay apprentice who later was

master builder at Thomaston and Bath for

Chapman & Flint and Flint & Co.

Mr. Patterson writes us that his father was boss liner in the O'Brien yard on the ALEX.GIBSON, FRANK F.CURLING, and BARING BROTHERS, and that he launched aboard all three of these vessels. The CURLING was to have been put afloat at 11 AM, 28 Oct. 1878, but the tallow was hard and she stuck on the ways. So they locked the ways and waited for the night tide, and he launched on her about 10 PM that night. The ship made one trip to Liverpool; then loaded coal to San Francisco and was lost in a very heavy gale near the Falkland Islands.

The WILLIAM A. CAMPBELL was launched 29 Oct. 1867 and first commanded by Capt. Stephen Curling. In 1892 Capt. Edward R. Havener, a school classmate of Mr. Patterson's and a cousin of his wife, took command and loaded 1,260,000 feet of lumber for Queenstown from New Whatcom (now Bellingham), Wash. Near the Hawaiian Islands she sprung a leak and all hands took to the boats. Capt. Havener's boat, in which he had with him his wife and one child, never showed up.

Another story of shipwreck concerns the S.CURLING, which was built to be commanded by the captain of that name. Later Capt. Francis Meehan had her, until he was drowned in a tidal wave in Peru in 1875, while going ashore for mail. Next year Captain Colby lost the S.CURLING at the same place. Usually he put out three anchors, for which he was laughed at, but this time he had out only two.

From some notes sent us by Samuel W. Lewis, we learn that when the MARY E. CAMPBELL was built in 1858, Edward O'Brien sent her to sea with all bills paid and himself owning every timber head in her.

(continued on p.18)

THE SHIPBUILDERS OF COOS BAY:

II. SIMPSON SHIPYARD

As we mentioned in the last issue, a sawmill was established at North Bend by Simpson at a very early date. Asa M. Simpson was a native of Brunswick, Maine, who came to California in 1850 at the age of 24. According to one account, he struck it rich in the gold country, but at any rate he very soon bought the ship BIRMINGHAM, and later the brig TARQUINA, the QUADRATUS, FOTOMAC, and other vessels, freighting lumber from the Northwest to San Francisco, running the vessels as a packet line on the return trip, and also operating a string of tugs as an adjunct to his sailing vessel fleet. He conducted sawmill operations on Coos Bay, the Columbia River, and later at Grays Harbor, and engaged in shipbuilding at all his mill sites. Most of the vessels were built to be run in connection with his lumber business, but he was always willing to enter into contracts to construct vessels for outside parties.

Many stories are told of the Simpson vessels, and of the whims that led to their construction. Once, it is said, Simpson espied a rudder lying around his mill, and promptly ordered a four-masted barkentine to be built to make use of it. When the rudder came to be fitted in place the stock was found to be too short, and a cockpit had to be built for the man at the wheel (ECHO). Of another vessel it is said that she had no two masts alike, some raking forward, some aft, others to starboard or port. Instead of the usual sheer and waist, she had a hump, so that in washing decks the start was made amidships and the water flowed toward both ends (LOUIS).

But in spite of their eccentricities the Simpson vessels invariably sailed well and had good reputations. Captain Rudolph Smale's book "There Go the Ships", published in 1940, includes accounts of 15 years' sailing in Simpson vessels.

Asa Simpson's brother Robert W. Simpson was associated with him in business for many years, and is credited with drawing the sail plan of the ship WESTERN SHORE. Another brother, Ebbridge Simpson, came out from Maine to build the brig BLANCO in 1860, and owned a 1/8 interest in her.

Asa's son, Louis, who was born in Oakland, California, became the manager of the Simpson Mill at Coos Bay, and founded the present town of North Bend. He died there in January 1949 at the age of 72.

Through Victor C. West of North Bend, we have obtained the following list of

			vessels built at the Simpson Lumber Co.
			mill at North Bend. The name of the master carpenter is given for each vessel:
1859	Brig	ARAGO	McDonald 240 185
1860	Brig	BLANCO	E.G. Simpson 284 200
1860	SS	FLORENCE E WALTON (aux. sch.)	Donaldson 82
1861	Sch	MENDOCINO	Robinson 123 92
1862	Brig	ADVANCE	Robinson 275 210
1863	Sch	ENTERPRISE	Howlett 249 190
1864	Sch	HANNAH LOUISE	" 83
1864	Sch	ISABEL	" 240 184
(of the two tonnage columns above, the first is old measurement, the second gross. In the following, all tonnages are gross:)			
1865	Sch	JUVENTA	Howlett 191
1865	Bktn	OCCIDENT	John Dumphy 297
1867	Bktn	MELANTHON	J. Murphy 298
1869	Bktn	WEB FOOT	John Kruse 361
1868	Sch	BUNKALATION	" 79
1872	Sch	GOTOMA	" " 198
1872	Sch	OREGONIAN	" " 246
1874	Ship	WESTERN SHORE	" " 1177
1875	Bktn	TAM O'SHANTER	" " 592
1873	Bktn	PORTLAND	" " 493
1877	Bktn	NORTH BEND	" " 376
1873	3mSch	TRUSTEE	" " 280
1881	3mSch	JAMES A. GARFIELD	" " 316
1881	Bktn	KLIKITAT	" " 493
1882	Bktn	TROPIC BIRD	" " 347
1882	3mSch	DARE	" " 259
1883	St. Tug	HUNTER	" " 104
1883	St. S.	BEDA	" " 370
1884	St. Tug	ASTORIA	" " 152
1884	St. Tug	NOVELTY	" " 56
1886	4mSch	NOVELTY	" " 592
1886	St. Tug	TRAVELER	" " 145
1886	St. Tug	CRUISER	" " 62
1887	St. Tug	RANGER	" " 144
1887	St. Sch.	SIGNAL	" " 475
1888	5mSch	LOUIS	" " 831
1889	4mSch	GARDINER CITY	" " 475
1890	4mBktn	WILLIE R. HUME	" " 665
1891	Sch	VOLANTE	George L. Hobbs 125
1891	4mBktn	ARAGO	John Kruse 498
1891	St. Tug	COLUMBIA	" " 132
1891	Sch	NONOHA	" " --
1894	4mBktn	OMEGA	" " 584
1895	4mBktn	ADDENDA	Heuckendorff 692
1896	4mBktn	ECHO	" " 707
1897	3mSch	REPEAT	" " 455
1897	4mBktn	ENCORE	" " 651
1898	St. Sch	BRUNSWICK	Austin Sperry 436
1899	4mSch	MANILA	Heuckendorff 731
1899	4mSch	ADMIRAL	K.V. Kruse 683
1900	St. Sch	MANDALAY	G. Ross 438
1900	4mSch	CHURCHILL	Victor Anderson 655
1901	4mSch	ALUMNA	K.V. Kruse 696
1901	4mSch	ADVENT	K.V. Kruse 431
1902	4mSch	MARCONI	Peter Loggie 693
1903	3mSch	ALPHA	Heuckendorff 300

Of the master carpenters listed in the preceding table, K. V. Kruse was the same man who later established the firm of Kruse & Banks. John Hamilton Howlett was a native of Prince Edward Island, born in 1836, who came to California in 1856. He was later a master builder in the E. B. Dean yard on Coos Bay, and was drowned at Astoria in April 1885.

John Kruse, no kin to K. V. Kruse, was a Dane whose shipbuilding career was identified with the Simpson North Bend yard. He was responsible for the design of the full-rigger WESTERN SHORE and many lesser craft. H. E. Heuckendorff later built several vessels at Prosper, Oregon, on the Coquille River.

There were a number of "firsts" among the Simpson vessels, and there were remarkable features about many of the others. The ARAGO and BLANCO were probably the first brigs built on the Pacific Coast. ARAGO was, it is said, framed of second-hand material, either from old hulks broken up at San Francisco, or from a British vessel wrecked on the Oregon coast, this being in the days before Oregon pine had been fully tested as a shipbuilding material, and its virtues were still unappreciated. She was rerigged as a schooner for the Bering Sea cod fishery about 1880, and was still active in that trade in 1904.

The WESTERN SHORE was one of only three full-rigged ships built on the Pacific Coast. Simpson ran her in the Cape Horn grain trade, in which she made a passage from Portland, Oregon, to Liverpool in 101 days and a return trip to San Francisco in 110 days, before being lost on Duxbury Reef in July 1878.

The NOVELTY was the first four-masted schooner and the LOUIS the first five-master built on the Pacific Coast. Both had been intended originally as steamers like the BEDA or SIGNAL, but were given a pole-masted rig to get them down to San Francisco where the engines could be installed. As there was some doubt at the time whether steamers of their size could be made to pay in the coasting lumber trade, and as they sailed well enough as bald-headed schooners, the decision was made to let them continue as schooners. The LOUIS is credited with being the first five-masted schooner on salt water and the first to sail around the world, although her plumb stem made her an object of derision in her ports of call. She was lost on South Farallon in June 1907, and the NOVELTY was wrecked four months later on the Oregon coast.

Another Simpson "first" was the four-mast barkentine WILLIE R. HUME, by a few months the first of her rig on the Pacific. As the list on p. 140 of LOG CHIPS shows, Simpson was responsible for 7 of the first 9 four-masted barkentines built on the West Coast. Another Simpson barkentine was the GARDINER CITY, produced when Capt. G. W. K. Masters persuaded her owner to rerig her from a bald-headed four-masted schooner. This was done by replacing the original fore- and mainmasts by a square-rigged foremast, so that she became a three-masted barkentine.

The rig of WILLIE R. HUME was a last-minute decision, by the way, since on her application for an official number, which is usually made about the time a vessel is ready to be launched, the rig was first entered as "four-masted schooner", and was later altered to "barkentine".

The vast majority of the vessels built in the North Bend Mill yard were for the account of A. M. Simpson and his associates. C. A. Hooper ordered the ADMIRAL and MANILA, and George L. Hobbs owned the VOLANTE himself, but before that we must go all the way back to the TROPIC BIRD to find another vessel built for outside interests, in this case A. Crawford of San Francisco, who operated a packet line to Tahiti. The proportion of the older vessels built for the Simpsons' own operations was about the same.

EDWARD O'BRIEN

(continued from p. 16)

This was stated to be the first instance in Maine where one man was sole owner of a vessel of that size.

O'Brien was one of the founders of the Georges Bank in Thomaston and its president until 1879. During the Panic of 1857 he quelled a run on it by announcing he held a balance in sterling with Baring Brothers in London more than sufficient to cover every bill he had signed as president of the bank.

Edward O'Brien commenced the shipbuilding trade at 50¢ a day in the yard of J. H. Counce at Warren, rose to be a partner, and then went into business for himself. In 1822 he built a brig at Friendship for Col. John Burton, and the next year built two vessels at Oyster River (between Warren and Thomaston), for William Kelsey. Then, as previously mentioned, he opened his own yard at Warren. With one EDWARD, two THOMAS & EDWARD's, and three EDWARD O'BRIEN's, he managed to name six vessels after himself, and his son added a seventh.

NETHERLANDS-BUILT COASTERS

Dr. Jürgen Meyer has sent us the names of a number of fair-sized coasting vessels built in the Netherlands, which supplement the list of deep-water vessels in the two previous issues of LOG CHIPS. We are omitting names of owners in the interest of conserving space. All tonnages are gross, and all the following are steel auxiliary three-masted schooners unless otherwise indicated:

Name	Tons	Flag; later names and flags.
ALBATROS (Bktn)	472	Niestein & te Velde, Westerbroek. (Seetzen Gebr., Hamburg)
SAN ANTONIO	410	N.V. Jan Smit Czn, Alblasterdam, Netherlands.
		1910
ANGELINA (Aux.Sch.)	362	Zeeland Yard, Hansweert. STJERNE; AKTIV I, Norwegian; GETA II, Sweden; F.N.P., Uruguayan.
		1915
JOHANNA IPLAND	386	G. & H. Bodewes, Martinshoek. German; NECOCHEA, Argentine; CIUDAD DE NECOCHEA, Argentine. (Originally 3m.sch; later aux.)
TWEE AMBT	320	G. & H. Bodewes, Martinshoek. BILLVILLE, Norwegian, British.
		1916
NOESTED III	345	G. & H. Bodewes, Martinshoek. Norwegian; ARNO, British.
NOESTED IV	360	G. & H. Bodewes, Martinshoek. Norwegian; LE LORRAIN, French.
		1917
CARLITO	413	N.V. "Maas", Slikkerveer. JUAN TRAVERSO, Argentine
EMMA	332	J.Th. Wilmink, Groningen. ELSINA, Netherlands.
EYFJORD (3m.Sch.)	363	G. & H. Bodewes, Martinshoek. SWEDISH; TOM-AUGUST, British; ANNEMARIE, German; PATAGONES, Argentine. (Engines installed 1921).
HARRY FRATER	332	J. Smit & Zoon, Foxhol. JEANNETTE; CARMEN; LIESBET, Netherlands; EUGENIO, Italian.
JUPITER	357	Groningen, J.Th. Wilmink. SWEDISH; GERMAN.
LIEBA	469	P. & A. Puitenberg, Raamsdonksveer. WYFAX, British.
VLISSINGEN	348	Gebr. Muller, Foxhol. NETHERLANDS; ST BLANE, British; Iskra, Polish.
VOLKERAK	337	J.Th. Wilmink, Groningen. GINA, Italian; JELA, Jugoslav.
		1918
CLARAVEER	413	N.V. "Maas", Slikkerveer. HIERONYMUS, Danzig.
CORNELIA	386	J. Smit & Zn., Foxhol. LEPANTO, Spanish
GIDEON	394	J.Th. Wilmink, Gideon. HAABET, British; GAVIOTA, Nicar.
HERMANOS	356	J.Th. Wilmink, Groningen. LA BONNE LORRAINE, French; GUGLIELMO, Italian.
HETTIE	446	Wortelboer & Co., Westerbroek. French.
JACOBA	407	N.V. "Maas", Slikkerveer. TABASCO, Belg.; HORISONTE, Port.
MARIA	355	J.Th. Wilmink, Groningen. ELLY, Netherlands.
ROZETTA	358	G. & H. Bodewes, Martinshoek. MORNAR, Jugosl; LUIGIA GARRE, It.
WEESPERSKARSPERL	406	G. & H. Bodewes, Martinshoek. LAARDERMEER; PETER, German.
		1919
BOVENKARSPERL (aux)	615	Wortelboer, Westerbroek. NETHERLANDS; TINA, Ital.(4m.Sch.)
GARIK	406	Gebr. Tak, Geertruidenberg. GRIETJE, Netherlands.
GEBOEDERS BODEWES IX	319	Gebr. Bodewes, Martensh. RAP; CARGO CARRIER; ANTIGOON, Belgian; EUGENIE, Sweden. (Conv.to full-power motorship).
GEBOEDERS BODEWES X	320	Gebr. Bodewes, Martensh. KWIEK; CARGO SHIPPER, British; MIRAMAR, Argentine. (Conv.to full-power motorship)
NAVIS II	407	Gebr. Bodewes, Martensh. UBBEKARSPERL; SNEEKERMEER; HELA NAVAL, German.

(to be continued)

UNITED KINGDOM LAUNCHINGS 1885, BY BUILDERS

(All vessels are

Name Rig Gross First owner IRON unless shown
 Later Year Later owner, who changed the name as indicated
 To Campbell, Mackintosh & Bowstead, Newcastle
 MELATI Bark 1152 J. Koning & Van Delden, Rotterdam

Palmers Shipbuilding & Iron Co. Ltd., Jarrow, Newcastle-on-Tyne
 DOVENBY HALL Ship 2069 Herron, Dunn & Co., Liverpool
 SYPHILDE J.F. Arens, Germany
 HENRIETTE E.C. Schramm & Co., Bremen
 MEARIM 1917 Requisitioned by Brazilian Government
 ALMIRANTE SALDANHA Lloyd Brasiliero, Rio de Janeiro
 FOUR WINDS Ship 1857 G.N. Gardiner & Co., Liverpool

S.P. Austin & Son, Sunderland
 LIMENA Bark 1084 W. Nicol & Co., Liverpool
 MAGNAT Bark 1010 Gerd Bolte, Elsfleth

W. Doxford & Sons, Sunderland
 CADWGAN (STEEL) Bark 1303 R. Thomas & Co., Liverpool
 KATE THOMAS 4m. Ship 1748 K.T. Sailing Shp. Co. (W. Thomas & Co.), Liverpool
 PRINCIPALITY 4m. Ship 1758 P. Ship Co. (W. Thomas & Co.), Liverpool
 RICHARD HAYWARD 4m. Ship 1687 R.H. Shp. Co. Ltd. (W.E. Jones & Co., Bangor), Carnavon.

Sir James Laing, Sunderland.
 MILTIADES (STEEL) Bark 1432 T. Scott, Sunderland
 CAMBRIAN WARRIOR Williams & Roberts, Liverpool
 NORTHERNHAY Bark 1269 R.H. Gayner, Sunderland

Osbourne, Graham & Co., Hylton, Sunderland
 CAMBRIAN CHIEFTAIN Bark 1492 T. Williams & Co., Liverpool
 DOVA LISBOA A/S Silva, Oslo

W. Pickersgill & Sons, Sunderland
 CHALA Bark 1057 S. Wakeham & Sons, Liverpool
 CHEPICA Bark 1058 S. Wakeham & Sons, Liverpool
 BRIS 1907 A/S Bris (Johan H. Bang), Grimstad

R. Thompson & Sons, Sunderland
 ASTORIA Bark 1477 P. Iredale & Son, Liverpool

W. Gray & Co., West Hartlepool
 BALLUMBIE Bark 1190 W.B. M'Gavin, London
 LATIMER Ship 1784 J. Lidgett & Sons, London.
 MAELLA 1912 M. Bruusgaard, Drammen
 LIMACHE Bark 824 Bk.L. Lim. (F.H. Vaughan), Liverpool
 MIDNATSSOL (STEEL) Bark 1236 F. Smith Petersen, Grimstad

Richardson, Duck & Co., Stockton
 CUTHONA Ship 1752 J.H. Worthington, Liverpool
 FATEHOLME Ship 1755 Carr & Ashcroft, Liverpool
 HARLAND Ship 1742 W. Lund, London
 WILHELMINE H.H. Schmidt, Hamburg
 BENNESTVEDT 1912 G.C. Brøvig, Farsund
 INDORE Ship 2146 Eyre, Evans & Co., Liverpool
 SOUDAN Ship 1751 British & Eastern Shipping Co., Liverpool

Cochrane, Hamilton & Cooper, Beverley
 EDITH MARY Bktn 349 J.C. Peacock, Glasgow.

ALADDIN	Oswald, Mordaunt & Co., Southampton	Ship 1689	Haws, Lawson & Co., Liverpool
BACTRIA	Ship 2170	T. & J. Brocklebank, Liverpool	
CONDOR	Ship 1358	James Sproat, Liverpool	
FULWOOD	Ship 2170	R.W. Leyland & Co., Liverpool	
HALEWOOD	Ship 2153	S1. Shp. H. Co. (R.W. Leyland & Co.), Liverpool	
SONGVIK	1914	A/S Christiansand (S.O. Stray & Co.), Kristiansand	
SCOTTISH GLENS	Ship 2115	W.H. Ross & Co., Liverpool	
FAUGAR	1922	S. Rasmussen, Haugesund (Motorship)	
SOUTHGATE	Ship 2170	Chadwick & Pritchard, Liverpool	
WAVERTREE	(ordered by R.W. Leyland & Co. as TOXTETH, but never so documented)	R.W. Leyland & Co., Liverpool	
WOOLTON	Ship 2152	S1. S.W. Co. Lim. (R.W. Leyland & Co.), Liverpool	
	R. & J. Evans & Co., Liverpool		
ALLIANCE	Bark 993	R.H. Roberts, Liverpool	
WESTGATE	Ship 1921	Chadwick & Pritchard, Liverpool	
	W.H. Potter & Sons, Liverpool		
LANGDALE	Ship 2047	J.D. Newton, Liverpool	
MARLBOROUGH HILL	4m. Bark 2531	S1. Shp. M.H. Co. Lim. (W. Price & Co.), Liverpool	
	T. Royden & Sons, Liverpool		
BUCCLEUCH	Ship 2055	W.H. Ross & Co., Liverpool	
MAROSA	1910	A/S Marosa (K. Bruusgaard), Drammen	
GLENESSLIN	Ship 1821	J.R. de Wolff & Sons, Liverpool	
GLENERTICHT	4m. Ship 2434	L.H. McIntyre & Co., Liverpool	
MARIECHEN	1909	Robt. Mattson, Mariehamn	
QUEEN OF ENGLAND	Ship 2122	Donald Kennedy, Liverpool	
VEGA	1899	W.A. Fritze, Bremen	
SUAREZ No.2	1918	L. & V. Suarez, Vigo	
	Barrow Shipbuilding Co. Lim., Barrow		
DRUMCRAIG	4m. Bark 1970	Gillison & Chadwick, Liverpool	
	R. Williamson & Son, Workington		
GRASSENDALE	Ship 1860	S1. Shp. G. Co. Lim. (R.W. Leyland), Liverpool	
IMPERATOR ALEXANDER II	1899	G. Granlund, Raumo	
ERNST	1919	S. Loftman, Stockholm	
	Ritson & Co., Maryport		
ELLENBANK	Ship 1464	Builders	
	S. McKnight & Co., Ayr		
LINDA PARK	Bktn 357	J.W. Valentine & Co., Belfast	(STEEL plating; iron frame)
	Troon Shipbuilding Co., Troon		
MANDARA (WOOD)	Bktn 211	T. Steele, Ayr.	
	Birrell, Stenhouse & Co., Dumbarton		
BEN AVON (STEEL)	Bark 1470	Watson Brothers, Glasgow	
FORFARSHIRE	Bark 1354	Thomas Law & Co., Glasgow	
ALEXANDRA	1911	Jacob Prebensen Jr., Risør	
	A. McMillan & Son, Dumbarton		
ABERFOYLE (STEEL)	Ship 1661	J.A. Sillars, Glasgow	
HANSY	1910	H.G. Andersen, Fredriksstad	
ARIADNE	Bark 1213	A.M. Lawrence & Co., London	
BOWMAN B. LAW	Bark 1390	W. Law, Yarmouth, N.S.	

(continued on next page)

			Dumbarton, continued.
CELTIC CHIEF	Ship	1786	Parry, Jones & Co., Liverpool
ARTENSIS	1911		A/S Artensis (Sigurd Bruusgaard), Drammen
FRANCES FISHER (STEEL)	Bark	1477	McIlwraith, McEachern & Co., London
GARTMORE (STEEL)	Bark	1079	Thomson, Dickie & Co., Glasgow
BADEN			J.A.W. Wimmer (Lisbon), Hamburg
PORTO	1913		A. Gomes, Soc.en Cta., Oporto
MARION CROSBIE (STEEL)	Bark		Rogers & Co., Glasgow (1053 gross tons)
GIUSEPPE D'ABUNDO			

Russell & Co., Greenock and Port Glasgow, Greenock yard.

ANAMBA	Bark	1142	P. Denniston & Co., Glasgow
AFRICA	1898		Glama & Marinho, Oporto
BANDANEIRA	4m. Bark	1944	P. Denniston & Co., Glasgow
EURASIA	Ship	1874	J. & W. Goffey, Liverpool
HILSTON	Ship	2035	H. Ship Co. Lim. (Grahams & Co.), London
LUCIPARA	4m. Ship	1943	P. Denniston & Co., Glasgow
MALAYSIA	Ship	1876	J. & W. Goffey, Liverpool
MOY	Ship	1697	J. Nourse, London
NATUNA	Bark	1137	P. Denniston & Co., Glasgow

Port Glasgow Yards

ARCTIC STREAM	Ship	1584	A. L. Polson, Glasgow
AVOCA	Ship	1703	J. Nourse, London
CLAN MACPHERSON	Ship	1680	Thomas Dunlop & Sons, Glasgow
DEE	Bark	1169	P. MacFarlane, Port Glasgow.
DON	Bark	1168	Peter MacFarlane, Port Glasgow
DUNDALE	Bark	1169	J. Dunn & Sons, Glasgow

NICOLA D'ABUNDO 1900 D'Abundo, Genoa

MARIA 1910 Lubrano, Naples

CRISTOBAL LLUSA 1912 Llusa, Barcelona (later Montevideo).

EARL DUNRAVEN	Bark	1348	A. McAlister (W. & J. Crawford, mgrs.), Glasgow
EARL ROSEBERY	Bark	1174	J. Russell (J. Crawford, mgr.), Glasgow
LAKEMBA	1889		P. Denniston, Glasgow
EARLSCOURT	Bark	1166	W. J. Kidd, Liverpool
FIFESHIRE	Bark	1358	Thomas Law & Co., Glasgow
HYDERABAD	Bark	1147	W. & J. Crawford, Greenock
SUMBAWA			P. Denniston, Glasgow
ISABEL BROWNE	Bark	1326	Browne & Watson, Glasgow
KILMORY	Ship	1630	Kerr, Newton & Co., Glasgow
CASSIUS			
ASGERD	1909		Jens Marcussen, Lyngør
PORT SONACHAN	Bark	1166	Crawford & Rowat, Glasgow
BASCONIA	1920		Zatilde y Zulaica, Bilbao
ROHILLA	Ship	1662	Foley & Co., London
SARDHANA	Bark	1146	W. & J. Crawford, Greenock
SOUDAN	Ship	1567	G.M. Steeves, Liverpool
TAY	Ship	1664	P. McFarlane, Port Glasgow
VICTORIA BAY	Bark	1173	Hatfield, Cameron & Co., Glasgow
WAVERLEY	Bark	1166	Russell & Pinkerton, Glasgow

Robert Duncan & Co., Port Glasgow

ATALANTA	Ship	1753	Ninian Hill, Greenock
CORRYVRECHAN (STEEL)	Bark	1356	H. Hogarth, Ardrossan
SVENØR	1910		T. Dannevig & Co., Sandefjord
EUPHROSYNE (STEEL)	Ship	1905	Colin S. Caird, Greenock
MINNYHIVE	Bark	1348	T. C. Guthrie, Glasgow
OCHTERTYRE	Bark	1354	Hugh Hogarth, Ardrossan
RUTHWELL	Bark	1348	T. C. Guthrie, Glasgow
TIMANDRA	Ship	1561	G. F. Smith (St. John, N.B.), Glasgow

W. Hamilton & Co., Port Glasgow

GLENLORA (STEEL)	Bark	1281	Dundee Shipowners Co. (W.O. Taylor & Co.), Dundee
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John Reid & Co., Port Glasgow
 JOHN O'GAUNT (STEEL) Bark 1238 Thomas Bell, Liverpool
 ORELLANA (STEEL) Bark 894 Nicholson & McGill, Liverpool

H. McIntyre & Co., Paisley
 WILLIAM EGGERTS Bark 1354 N. Brantjes, Purmurende, Netherlands.

Barclay, Curle & Co., Glasgow
 (S) ARMIDA (STEEL) Ship 1710 W. Letham, Greenock
 ARDLEMOUNT R. Ferguson & Co.
 RUKAN 1906 Leif Gunderson, Persgrund
 COUNTY OF EDINBURGH 4m. Ship R. & J. Craig, Glasgow (2160 gross tons)
 FRIEDA 1903 A. Witte, Bremen
 LOCH BROOM 4m. Ship 2128 Aitken, Lilburn & Co., Glasgow (Gen'l Shipp. Co.)
 SONGDAL 1912 S.O. Stray & Co., Kristiansand
 LOCH CARRON 4m. Ship 2120 General Shipping Co., Glasgow

Charles Connell & Co., Glasgow

CHARLES CONNELL Ship 1724 John Black & Co., London
 EDINBURGH Bark 1473 Bramwell & Gardiner, Glasgow
 LISMORE Ship 1676 J. Gardiner & Co., Glasgow
 SIRENIA (STEEL) Ship 1670 R. McMillan, Glasgow
 MINERVA London & Glasgow Co., Glasgow
 GIRVAN (STEEL) Bark 1337 David Hunter, Ayr
 NOSSHED Bark 1109 J. Hay, Glasgow
 PASS OF LENY Bark 1316 Gibson & Clark, Glasgow
 EDOR 1916 H.T. Realfsen, Skien
 HOLDANA 1917 J. Asmussen, Copenhagen

A. Stephen & Sons, Glasgow

ABERCORN Bark 1341 P.H. Dixon & Co., Glasgow
 ARDENCAPLE (STEEL) Ship 1722 Edinstoun & Mitchells, Glasgow
 BRYNHILDA Ship 1502 J.W. Carmichael (New Glasgow, N.S.), Glasgow
 CIRCE Ship 1601 A.C. Le Quellec, Bordeaux
 KARMO 1903 O.G. Gjessen, Skidesnes
 CALBUCO 1925 Jerman Oelckers, Puerto Montt, Chile

J. & G. Thomson, Glasgow

ALBUERA (STEEL) Ship 1554 James Hardie, Glasgow
 CIS 1911 Th. Brøvig, Farsund
 FREMAD I 1917 Skibs A/S Fremad (J.M. Jacobsen & Co.), Sandefjord

W.B. Thompson, Glasgow

CHILI Bark 1308 A.D. Bordes, Bordeaux
 FIRTH OF SOLWAY Bark 1313 J. Spencer & Co., Glasgow
 FIRTH OF STRONSA Bark 1319 J. Spencer & Co., Glasgow
 SARA 1904 H. Jacobsen, Fredrikstad
 KING MALCOLM Bark 1327 J.A. Walker & Co., Glasgow (Main deck beams
 STEEL)

W. Kinloch, Kingston

AFGHAN CHIEF (WOOD) Bktn 284 W. Kinloch, Banff

Alexander Hall & Co., Aberdeen

ROSALIND Bark 365 J. Sutcliff & Son, Grimsby
 TORRIDON Ship 1564 A. Nicoll & Co., Aberdeen
 YALLAROI Ship 1565 A. Nicol & Co., Aberdeen
 SANTA CATERINA 1916 A. Corrado, Genoa

THE TIS	A. Stephen & Sons, Dundee (STEEL) Bark 1353 Builders	1886 (1887) THUADIO WHOL HIPPALOS 1911 Emil Knudsen, Lillesand
	ALBERTINE BEATRICE 1917 P. Landberg & Zoon, Batavia	1886 (1887) ANAMERO
	Grangemouth Dockyard Co., Grangemouth	1886 (1887) CIRCUIT MALLIT
CLYTIE	(STEEL) Bktn 334 Clytie SS Co. Lim. (Townsend & Spearing), London	1886 (1887) CIRCUIT MALLIT
ILMA	(STEEL) Sm. Sch 345 A/S Ilma (F. Klem), Kristiania (COMPLETED 1886)	1886 (1887) CIRCUIT MALLIT
MARGARET MURRAY	(STEEL) Sm. Sch 184 A. Murray, London.	1886 (1887) CIRCUIT MALLIT
SARAH JONES	1816 British Admiralty Q-Slip.	1886 (1887) CIRCUIT MALLIT
RENAME & Ferguson, Leith		
CROWN OF INDIA	4m. Bark 2056 Robertson, Cruickshank & Co., Liverpool	1886 (1887) CIRCUIT MALLIT
CROWN OF ITALY	Ship 1618 Robertson, Cruickshank & Co., Liverpool	1886 (1887) CIRCUIT MALLIT
P. Redgers, Carrickfergus		1886 (1887) CIRCUIT MALLIT
EDITH CROSSFIELD (WOOD)	(WOOD) 3m. Sch 120 J. Fisher & Sons, Barrow	1886 (1887) CIRCUIT MALLIT
GEORGE B. BALFOUR	3m. Sch 203 J. Fisher & Sons, Barrow (Steel plate; iron	1886 (1887) CIRCUIT MALLIT
GLENANNA PARK	1886 (1887) Bktn 368 J.W. Valentine & Co., Belfast	1886 (1887) CIRCUIT MALLIT
Harland & Wolff, Belfast		1886 (1887) CIRCUIT MALLIT
CALLAO	(STEEL) Bark 1017 North Western Shipp. Co. Lim., Liverpool	1886 (1887) CIRCUIT MALLIT
FLOORS & BEAMS IRON)		
QUEENS ISLAND	Bark 2093 S. Lawther, Belfast	1886 (1887) CIRCUIT MALLIT
STRATHDON	George Thompson & Co., Aberdeen	1886 (1887) CIRCUIT MALLIT
GEES	1906 A.D. Bordes & Fils, Dunkirk	1886 (1887) CIRCUIT MALLIT
SANTIAGO	(STEEL; Bark 1017 North Western Shipping Co. Lim., Liverpool	1886 (1887) CIRCUIT MALLIT
FLOORS & BEAMS IRON)		
TALOCKDAR	(STEEL) Ship 2120 T. & J. Brocklebank & Co., Liverpool	1886 (1887) CIRCUIT MALLIT
ZEMINDAR	(STEEL; Ship 2120 T. & J. Brocklebank & Co., Liverpool	1886 (1887) CIRCUIT MALLIT
iron floors)	OTTO GILDEMEISTER 1900 D. Cordes, Bremen	1886 (1887) CIRCUIT MALLIT
STAR OF HOMELAND	1901 Hind, Ralph & Co., San Francisco	1886 (1887) CIRCUIT MALLIT
HOMEWARD BOUND	1909 Alaska Packers Association, San Francisco	1886 (1887) CIRCUIT MALLIT
HOMEWARD BOUND	1937 (barge) Island Tug & Barge Co., Victoria, B.C.	1886 (1887) CIRCUIT MALLIT
Workman, Clark & Co., Belfast		1886 (1887) CIRCUIT MALLIT
FORT JAMES	Ship 1755 Clark & Service, Glasgow	1886 (1887) CIRCUIT MALLIT
GARSDALE	Macvicar, Marshall & Co., Liverpool	1886 (1887) CIRCUIT MALLIT
POLLY WOODSIDE	Bark 678 Bk. P. W. Co. Lim. (W. J. Woodside), Belfast	1886 (1887) CIRCUIT MALLIT
ROMA	Turnbull, Lyttleton, N.Z.	1886 (1887) CIRCUIT MALLIT

UNITED KINGDOM SHIPBUILDING IN 1885

For the bulk of the above data we are indebted to Andrew Nesdali of Boston, who first tabulated the launchings recorded in "Lloyd's List" for 1885, and then checked them against the launching lists for 1885 reported in the "Marine Engineer". We have consulted "Lloyd's Register" for 1887 to verify owners and tonnages. Capt H. Daniel of Montevideo supplied data on a few vessels that were lost before 1887.

Potter's MARLBOROUGH HILL, 2531 gross, was the largest ship of the year, and there were several four-masters under 2000 tons. Oswald, Mordaunt built some big full-riggers for Leyland, and Harland

& Wolff built the outsize bark QUEEN'S ISLAND.

Ships later American included DRUMCRAIG, registered in Victoria, B.C., by San Francisco interests from 1901 until she went missing in 1906; HILSTON, which was owned in Mobile during World War I and lost in February 1920; TIMANERA, which was registered in Boston from 1914 until she disappeared in 1917; BRYNHILDA, another Plate trader, scrapped in 1923; CIRCE, which as CALBUCO was last managed in New York under Panama colors, during and after World War II; CALLAO, registered in San Francisco as a repaired wreck in 1915 and scrapped in 1926 after being burnt out on the Chilean coast; SANTIAGO, once under the Hawaiian flag, as late as 1944 an oil barge at Juneau, Alaska; and ZEMINDAR, still afloat.